

MEETING SUMMARY

Client/Project: South Mountain Corridor Study Citizens Advisory Team

Date: August 22, 2002 **Time:** 5:30 p.m. **Location:** Vee Quiva Casino

CAT Members Attending:

Lee Banning, Maricopa Farm Bureau
Chad Campbell, Sierra Club
Chuck Crist, Lakewood HOA
Chuck Cunningham, Ahwatukee Chamber of Commerce
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phoenix Mtns Preservation Council
Don Jones, Southwest Valley Chamber of Commerce

Wayne Nelson, GRIC District
Nathaniel Percharo, Pecos Rd/I-10 Landowners Association
Laura Prendergast, Laveen Citizens for Responsible Dvlpmnt.
Jim Stroger, Kyrene de los Lagos Elementary School
Mary Thomas, GRIC Elderly Concerns Group
Anthony Villareal, Gila River Indian Community, District 6
Dave Williams, Knight Transportation

Staff and Consultants Attending:

Dave Anderson, HDR
Thor Anderson, ADOT
Amy Edwards, HDR
Debra Duerr, HDR
John Godec, GRA
Theresa Gunn, GCI

Bill Hayden, ADOT
Bill Rawson, GRA
John Roberts, GRIC DOT
Mary Viparina, ADOT
Bill Vachon, FHWA

Meeting Summary: Jennifer Graziano, GCI

Next Meeting:

- Thursday, September 26, 2002

ACTION PLAN:

Task/Activity	WHO	WHEN
Future meeting Topic: speed limits and freeway safety issues	GCI	
Distribute map of GRIC district boundaries	GCI	September 26
Review plans for the Pecos Rd Interchange	HDR	September 26
Consider having someone from the I-10 study brief the CAP	HDR	October
Distribute list of factors being considered to determine environmental justice issues	HDR	October
Short synopsis on GRIC issues and impacts	GCI	Upon receipt of special edition of the GRIN

Meeting Handouts:

- I-10 Corridor Improvement Study State Route 51 to Santan Freeway Newsletter
- Typical Vehicle Silhouettes FHWA Classification Scheme F

Welcome and Introductions:

John Godec welcomed continuing members and staff and asked for CAT comments.

- Developers in Laveen state they have been assured by ADOT that the alignment is staying at 1988 alignment. **Response:** ADOT staff responded there has been no decision for the South Mountain freeway to stay on the 1988 recommended alignment and the study is progressing to evaluate all feasible alternatives.
- **Question:** What is the status of the Pecos interchange? **Answer:** Temporary pavement has been used to allow connection to a future South Mountain alignment, either on Pecos Rd or south of Pecos Rd. This study will also look at I-10 interchanges other than Pecos if a GRIC alternative is considered.
- I-10 Corridor Study Newsletters were distributed to the members for their information. This study is identifying improvement potentials along I-10.

Follow-up Issues

Dave Anderson, HDR, provided the following information in response to questions from the August meeting.

- **Hazardous Cargo Policy** – Have reviewed policy but need more information.
- **Truck classifications** – What is a heavy truck?
 - All trailer trucks and 3 axle vehicles are considered heavy trucks. Heavy-duty trucks (80,000 pounds), medium-duty (less than 50,000 pounds).
 - Triple trailers are illegal in Arizona. They are legal in Utah. We probably won't see legalization in Arizona.
 - **Question:** Can we limit truck/vehicle speeds? **Response:** Legislature has discussed this issue, but has not approved it.
 - **Question:** Destination shell game – if a truck makes a stop in Phoenix, but continues out-of-state, it should not be considered a local trip. **Response:** The project team is going to stop local/thru counts and look at total number of trucks regardless of destination.
 - Concern about excessive truck noise at high speeds.
- **Toll Road Traffic Volumes** – The traffic volumes were developed in mid-90's based on traffic estimated in the year 2015. The team developed conservative numbers (75,000 vehicles daily) that were used for revenue projections. The South Mountain Team is estimating 150,000 vehicles/day based on 2025 traffic projections.

Project Update:

Amy Edwards offered a brief update on the project status.

- Baseline environmental data is complete.
- Started corridor analysis on West Side.
- Ongoing discussions with GRIC regarding alternatives.
- Working on purpose and need memo.

Public Involvement Update:

Theresa Gunn gave a brief overview of public involvement activity since the last CAT meeting. Members identified these potential opportunities to distribute information.

- Laveen Country Fair - October 26th 10-4 at Chavez Park
- District 7 Festival

51st Avenue Vehicle Classification Study:

Bill Hayden, ADOT, reviewed the vehicle counts from the 51st Avenue Classification Study. He stated that the data is incomplete and additional counts will be taken. ADOT will hire a consultant to do a comprehensive study including 24 hour/7 day a week study on all major east/west arterials.

CAT Member Questions and Comments:

- **Comment:** Trucks from 91st take back roads and go to 51st Avenue further south of Buckeye.
- **Question:** How will this study help District 6 get a stop sign at St. Johns? **Answer:** We will share the information at a meeting with ADOT/Maricopa County/GRIC to see if we can resolve this issue.
- **Comment:** Laveen would rather have a traffic light instead of a stop sign due to the noise of every truck stopping.
- **Comment:** Count vehicles where Maricopa crosses Riggs.
- **Comment:** Most truck traffic on Riggs is before 9:00 a.m.
- **Question:** Can 51st Avenue be classified as no trucks if the freeway is built? **Answer:** It is currently classified as an arterial, but if the freeway is built that may be changed.

Project Newsletter:

CAT members provided the following feedback regarding the draft newsletter.

- Bold the following text: “At this time all possible alignments are still being considered, including the 1988 alignment.”
- Delete “Ahwatukee” from Kyrene School name.
- SMCAT article makes the meeting sound like an open meeting. Use the words “has been selected” and delete reference to phone number.
- Project Team should respect resolution of District 6 that prevents freeway alignments on District 6 lands – will not go on Tribal lands unless 51st Avenue concerns are resolved. Newsletter text should be changed.
- Not “consider” but “respect” the resolution.
- Newsletter needs to stress the fact that there is not a designated alignment at this time.

Environmental Baseline Data and Corridor Analysis:

Amy Edwards reviewed the environmental baseline data and the computer database.

- Preparing both an environmental report (EIS) and an engineering (DCR) document.
- High priority hazardous sites are the superfund and highly contaminated areas.
- Corridors have been identified on the west.
- We have looked at corridors to determine if the projected traffic volumes differ, but they don’t.
- Traffic volumes are similar but each corridor serves traffic from different locations.
- US60 extension would increase traffic on US60 and decrease traffic on Santan. This is counter-productive. Traffic congestion would also increase on I-10.
- All corridors will enhance regional mobility.
- Can’t rule out any corridors based on excess demand or environmental data.
- Initial review of traffic operations to determine impacts on existing service and system interchanges.
- Service (local street) interchanges are a minimum of 1 mile apart. System (freeway to freeway) interchanges are a minimum of 2 miles apart.
- South Mountain tie in should avoid conflicts with 101 to I10 and stack interchanges.
- Based on these operational constraints, the team is considering elimination of these corridors: West of 101, east of 43rd/51st, between Loop 101 and 75th Avenue.

- Freeway system interchange may require closing some local interchanges. Any interchange within 2 miles will be impacted.
- A split alignment is still being considered.

CAT Member Questions and Comments:

- **Question:** Can you get a list of T & E plants and animals? **Answer:** Yes, but not locations.
- **Question:** Where do we go from here? **Answer:** Consult with ADOT, FHWA and see if we can narrow down the corridors and begin to look at alignments.
- **Question:** Have we looked at the Pecos Road alignment? **Answer:** Not yet.
- **Question:** What environmental justice factors have you collected? **Answer:** Minority population, elderly, low income and Native American.
- **Question:** Do you model construction cost? **Answer:** Yes. Right-of-way cost and mitigation costs are also considered.
- **Question:** Do you consider potential delays due to potential legal challenges? **Answer:** Public acceptability is considered. The goal is to produce a legally defensible project.

Future Topics:

- Safety and speed design criteria
- I-10 Corridor and Pecos to I-10 interchange
- GRIC Issues

Other Items:

- **SMCAT Invitation to GRIC Gov/Lt.Gov.** ADOT and FHWA prefer we do not send invitation until an intergovernmental meeting is held to discuss key issues.
- **Primary GRIC issues:** 51st Avenue, broken promises on I-10.
- Still not clear on how GRIC governance works and who makes decisions. **GRIC Response:** District 6 has 3 representatives, District 7 has 1 representative. This is based on populations. Tribal government will make the decision.